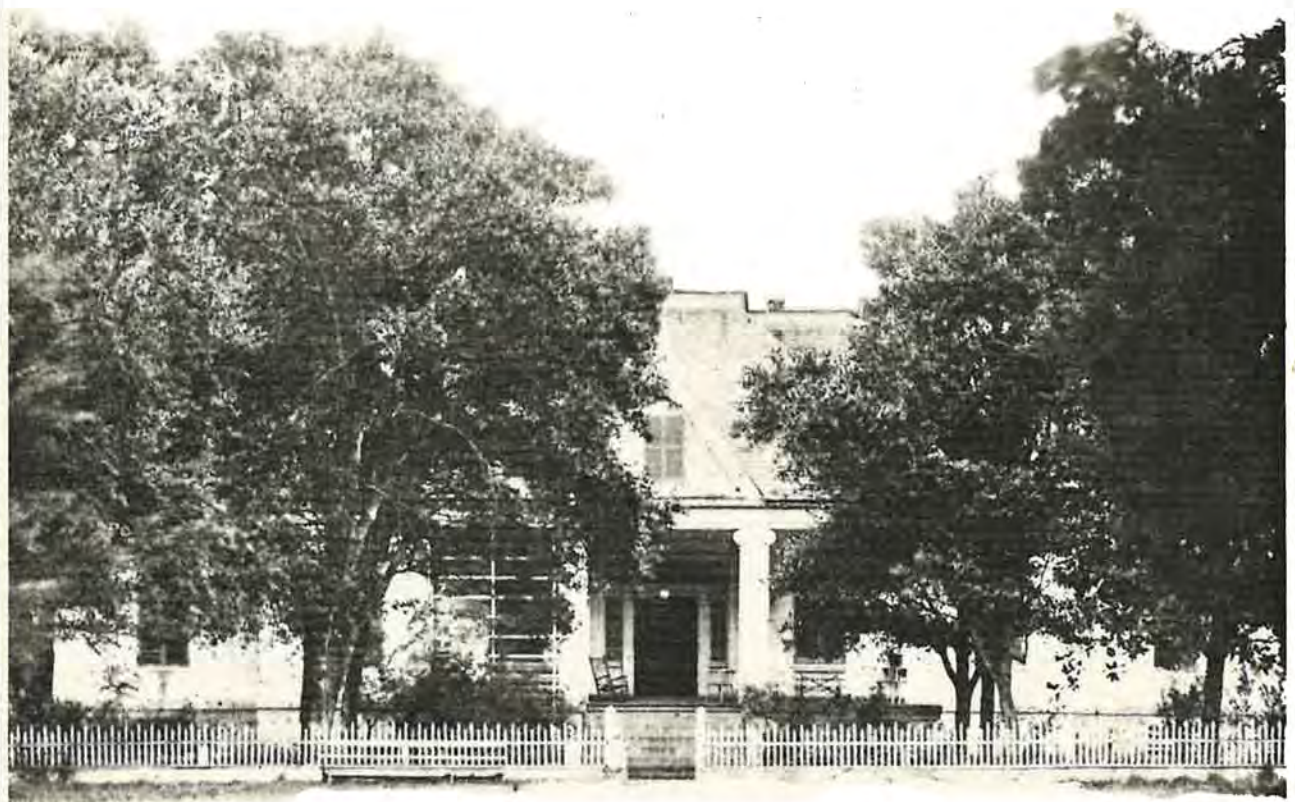


NEIGHBORHOOD REPORT SERIES

WYNNTON NORTH AREA



COLUMBUS • GEORGIA

NEIGHBORHOOD REPORT SERIES: WYNNTON NORTH AREA

Prepared By Planning Division
Department of Community Development
Columbus, Georgia

November, 1984

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Introduction

This report is part of the neighborhood analysis program carried out for the City of Columbus by the Planning Division of the Department of Community Development. The program has several objectives:

- to update and supplement the data in previous neighborhood analyses in order to determine area trends;
- to assess the effect on particular neighborhoods of the recommendations in the *Land Use Plan* and specific redevelopment plans;
- to identify and address issues related to planning and future development in the neighborhoods of Columbus; and,
- to direct public policy and action to preserve and improve neighborhood areas.

The Wynnton North neighborhood was chosen for study because of the area's relationship to the proposed east-west transportation corridor between I-185 and the Central Business District. The following report outlines existing conditions and makes recommendations for future public policy and action.

Location

The location of the Wynnton North neighborhood is shown on Map 1. The area is bounded on the north by the Southern Railway tracks; on the

east by I-185; on the south by Wynnton/Macon Road; and on the west by Buena Vista Road, 13th Street, Cherokee Avenue, Garrard Street, 19th Avenue, 22nd Street, and 17th Avenue. The boundaries of the neighborhood follow census tract boundaries and include tracts 11 and 12.

History

The Wynnton North neighborhood is one of the oldest areas of Columbus. As early as the 1830s several of the leading citizens of the town purchased acreage on a hill to the east of the original settlement and built large country estates. As the land was settled, the large estates were subdivided, and the town of Wynnton developed along the regional highway to Macon. Several grand antebellum homes remain in the area as reminders of this early period.

The pattern of widely-scattered estates did not change substantially until the 1920s, when both the 13th Street viaduct and the 11th Street underpass were constructed to provide access through the railroad yards from the city's business district. The Wynnton area was annexed by Columbus in 1925; at the same time, the city purchased Wildwood Park as a site for public recreation and Columbus High School.

The land around the park was subdivided as part of the East Highlands development in the early 1900s. The

area was slow to attract new residents, however, and the next major land subdivision did not occur until 1922. At that time, Peacock Woods was planned and developed as a garden suburb with curving streets and large, wooded lots. Through the 1930s and 1940s, most of the land west of Hilton Avenue was developed into a low-density residential neighborhood. As the land was absorbed, the area east of Hilton continued the same pattern to meet the demand for a high-quality residential environment.

In order to provide protection for homeowners, most developers attached covenants to the land as it was subdivided. These covenants specified setbacks, minimum size and cost of dwellings, and uses to be allowed. In the 1950s, they also included provisions for development control committees to review all plans and specifications for new construction. The result of these covenants has been a remarkably uniform high quality in the environment.

Through the late 1950s and early 1960s, there was large scale commercial development along both sides of Macon Road. Cross Country Plaza opened on 56 acres in 1956 and was soon followed by Midtown Plaza and Columbus Square on the south side of the road. The construction of the Lindsay Creek By-Pass further enhanced the location, and this combined shopping area became the largest in Columbus in retail sales volume.

Over the past 20 years, intensification and expansion of existing uses has been the major focus of development in the area. Commercial use along Wynnton/Macon Road has changed from neighborhood to highway commercial and has pushed north into the residential area. Some single-family housing in census tract 12 is being replaced by multi-family units which include apartments, townhouses, and condominiums. Approximately 50 acres are now vacant; this land is in scattered sites throughout the neighborhood.

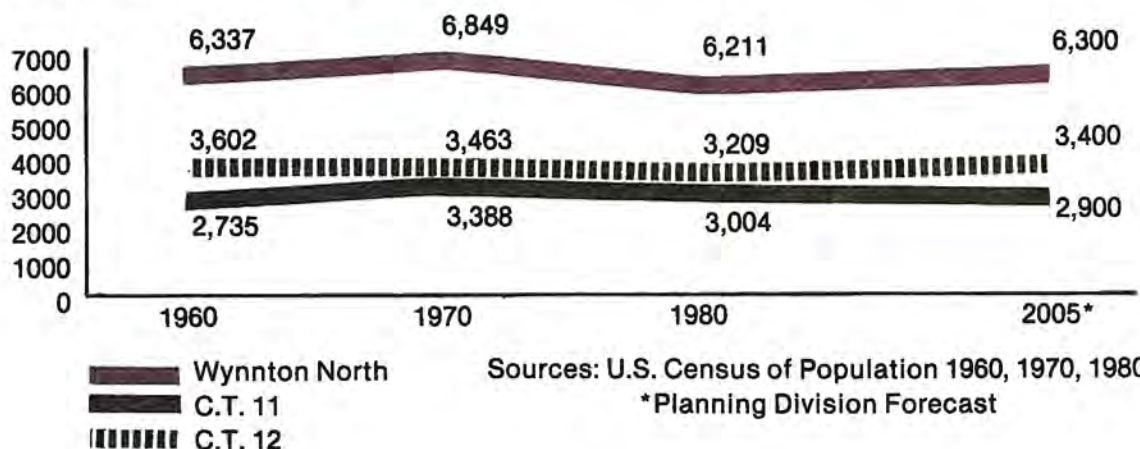
The population of the Wynnton North neighborhood has remained relatively constant over the past 20 years, ranging between 6,000 and 7,000 people. Losses due to a decrease in family size have been offset by an increase in the number of housing units. Planning Division projections for the year 2005 indicate a continued decrease in the population of census tract 11 due to reduced family size, and a 6% increase in tract 12 as more redevelopment to higher density housing occurs.

Minorities comprise about 1% of the total population of the area. This is a very low percentage of minorities when compared with 34% citywide. The neighborhood has 46 black

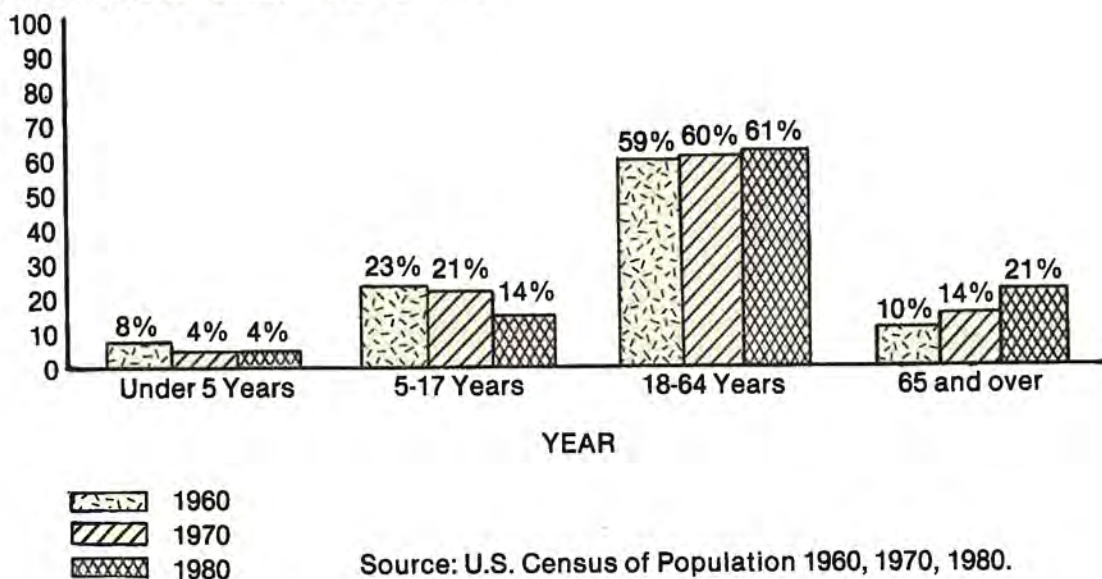
residents and 25 Asians. The low minority population is due in part to the high cost of housing in this part of the city.

Figure 2 illustrates the age distribution of the population over the past 20 years. Compared to the population of Columbus as a whole, this neighborhood has a lower percentage of children and a much higher percentage of elderly residents. The elderly segment is the fastest growing one in the neighborhood and comprises more than one quarter of the total population in census tract 12. In tract 11 the population distribution is closer to that of the city, with school-age children making up about one-fifth of the residents.

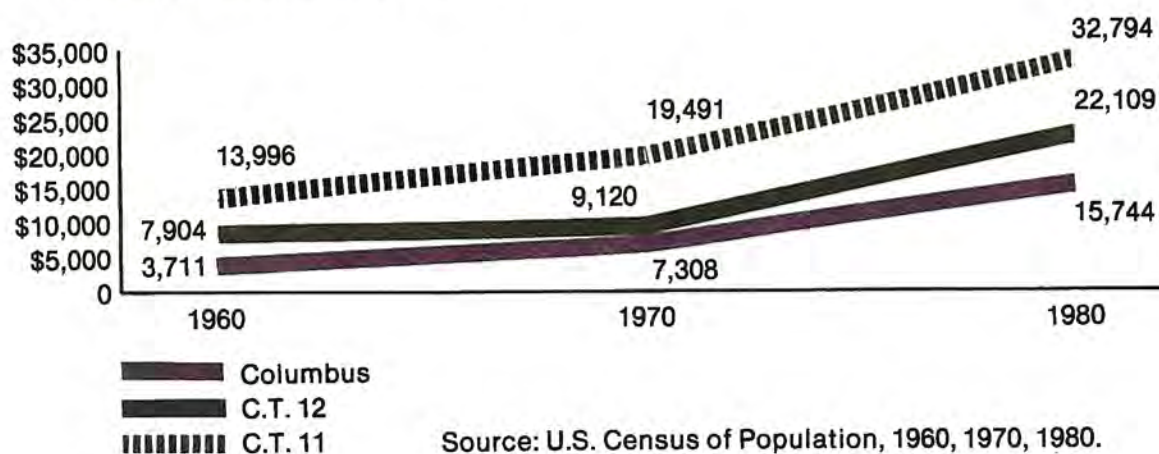
**FIGURE 1:
CHANGES IN POPULATION
WYNNTON NORTH AREA
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**FIGURE 2:
POPULATION BY AGE
WYNNTON NORTH AREA
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**FIGURE 3:
MEDIAN FAMILY INCOME
WYNNTON NORTH AREA
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Economic measures from the 1980 census show the Wynnton North neighborhood to be one of the most affluent areas of Columbus. Tract 11 has the highest median family income in the city, and tract 12 is more than \$6,000 higher than the city median of \$15,744. Fifty-seven families in the neighborhood are below the poverty level, less than 4% of the total families.

The higher income level reflects the types of occupation of the residents. Almost half of the labor force is employed in administrative or professional positions. Another 40% work in white-collar sales and clerical jobs. The level of educational

attainment is consistent with the occupation profile: 51% of the adults in census tract 11 are college graduates, 27% in tract 12. In Columbus, 61% of the population have completed high school; in Wynnton North this percentage is approximately 85%.

Since 1960, there have been no major changes in the population of the neighborhood. The number of elderly residents has increased, and the number of persons per household has decreased. These statistical measures support the general perception of a neighborhood where people established homes to raise their families and have stayed on into retirement.

Housing

The Wynnton North neighborhood has a total of 2,840 housing units. The number of units has increased steadily over the past twenty years due primarily to the development of higher density housing types. Although there is little land left for the development of single-family housing, the number of higher-density units is expected to continue to increase through the subdivision of large lots and the conversion of existing single-family houses.

Housing in Wynnton North has been characterized by substantial single-family homes situated on large lots; parcels of an acre or more are not uncommon in the neighborhood. Residential development in the area began in the 1830s, progressing in a relatively orderly fashion from west to east through the 1960s. There is a wide variety of housing styles in the area, from antebellum mansions to modern ranch homes. Six houses are listed on the National Register of Historic Places for both their historical and architectural importance to Columbus.

The condition of the housing is excellent. Although most of the houses are more than 20 years old, the age at which major repairs become necessary, adequate maintenance has been provided, and there are few signs of deterioration. The one area of housing in poor condition is at the terminus of Powers Avenue, where there are two abandoned units and one occupied structure in need of

substantial rehabilitation. Two large older homes located between Wynnton Road and 13th Street are abandoned and are in deteriorated condition.

In the part of the neighborhood west of Hilton Avenue, there has been some redevelopment to higher-density residential use. This has occurred through conversion of existing houses and the construction of new apartments, townhouses, and condominiums. The high quality of the residential environment and the large parcel size has made this area attractive to developers of both owner-occupied and rental units. In addition, the number of elderly and "empty-nester" households in the neighborhood provides a good market for this type of housing.

Increasing density in this section of the neighborhood concerns residents, who fear that the continued redevelopment will destroy the character of the area. Loss of trees and spacious lawns, increased traffic, and the visual impact of new construction have altered the appearance of some areas, particularly along Wildwood and Forest Avenues. For the most part, however, an attempt has been made to relate new construction to its immediate surroundings by the use of compatible materials, scale and design.

The only multi-family housing east of Hilton Avenue is in the extreme southern part of the census tract. The

rest of the housing is single-family residences on large lots, many substantially above the 10,000 square foot minimum required by zoning. One extensive subdivision in this area is laid out with planted medians separating the two lanes of traffic. The hilly topography provides both privacy and the opportunity to do a wide variety of landscaping. The beauty of the area led to its inclusion in the Scenic Trails program organized by the Columbus Council of Garden Clubs and the Columbus Chamber of Commerce; Scenic Trail markers provide direction for a driving tour of the neighborhood.

Home ownership percentages are quite different for each census tract. The percentage of owner occupancy in tract 12 has dropped over the past

twenty years as apartment construction increased, while the number of owner-occupied units remained relatively unchanged. In tract 11, the percent of owner occupancy is one of the highest in the city at 94% and has remained constant over the last twenty years.

Housing in the Wynnton North neighborhood is among the most expensive in Columbus. The median value for a single-family home was more than \$55,000 in 1980. This area has traditionally had higher property values than the city as a whole, although it is not as much above the city median as it has been in the past. Median contract rent at \$166 per month is higher than the city median but is not among the most expensive areas in which to rent. Apartments in

**FIGURE 4:
OCCUPIED HOUSING UNITS BY TENURE
WYNNTON NORTH AREA
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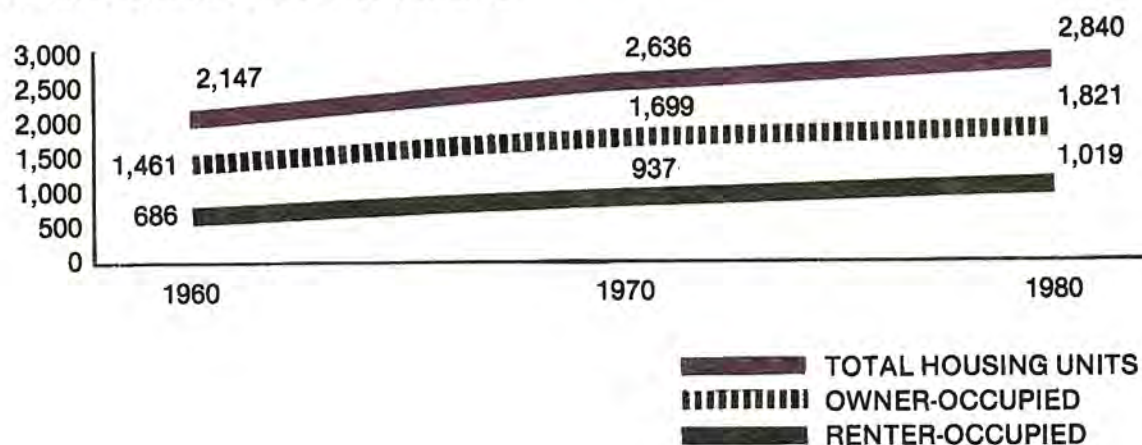


FIGURE 5:
OWNER-OCCUPIED HOUSING UNITS AS
PERCENT OF OCCUPIED HOUSING UNITS
WYNNTON NORTH AREA
NEIGHBORHOOD REPORT SERIES

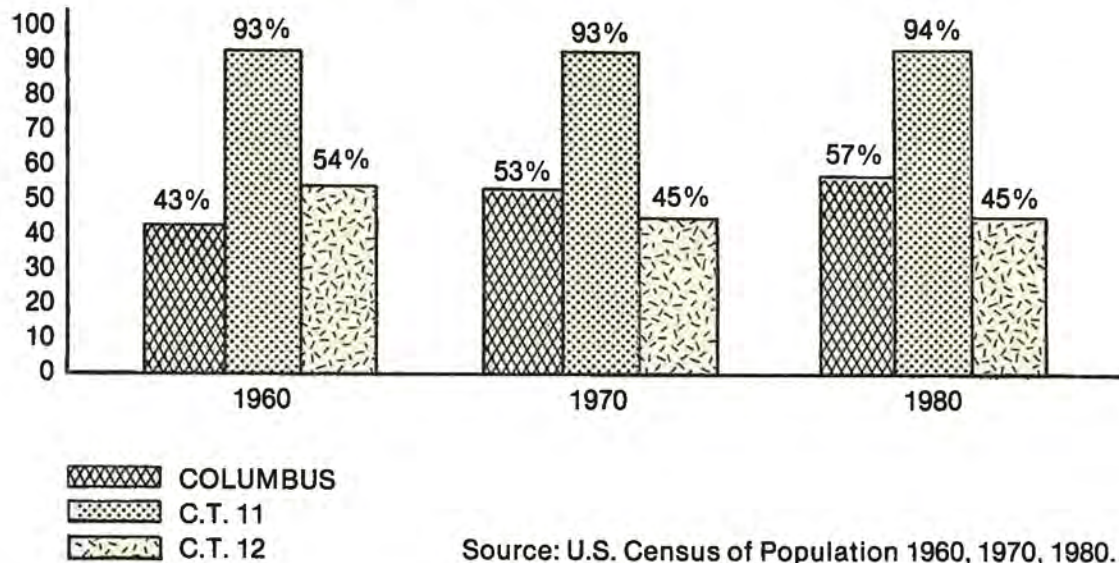
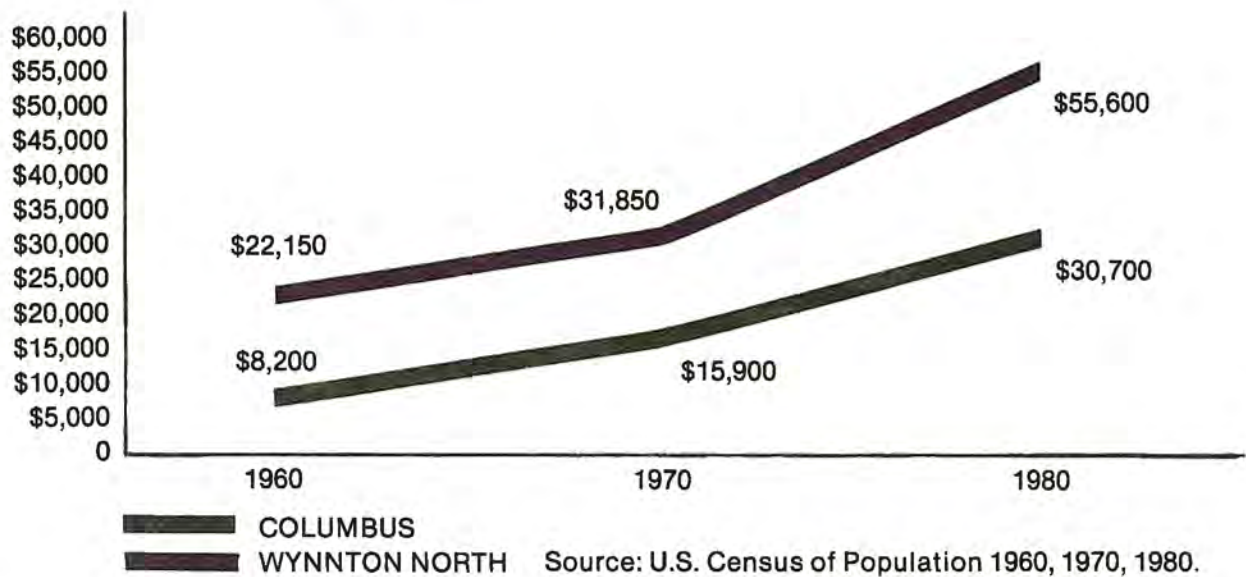


FIGURE 6:
VALUE OF OWNER-OCCUPIED HOUSING UNITS
WYNNTON NORTH AREA
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this neighborhood tend to be smaller and have fewer amenities than those built where large undeveloped tracts are available.

Wynnton North is a stable area in which more than half of the residents have lived in their present houses for at least 15 years. Some homes have been in the family for generations. The renter population is more transient, with about 10% being long-term residents.

Housing in Wynnton North is a major asset to the entire city. This is a neighborhood which is centrally located and which has housing stock in excellent condition. Homeowners have made a major investment to purchase in this area, and they protect that investment by taking care of their property. Similarly, owners of rental units know that their competitive edge is derived from the high quality of the overall residential environment, and their properties are generally maintained to match neighborhood standards. The result has been a neighborhood with sense of community and a good deal of pride in itself.

Recommendations

1. The City should support the level of private investment through the provision of adequate and well-maintained public services and facilities.
2. Expansion of commercial use into existing stable residential areas should be discouraged.

Land Use and Zoning

The Wynnton North neighborhood is comprised of 1,546 acres of land. As the Existing Land Use Map clearly shows, the majority of this land is used for residential purposes. Commercial uses are located along Wynnton/Macon Road, the southern boundary of the neighborhood. The following list shows the percentage of acres in each use:

- 59% Residential
- 18% Right-of-Way
- 8% Parks/Recreation
- 5% Commercial
- 5% Schools
- 3% Undeveloped
- 2% Public/Quasi-public

Residential. Residential use is the predominant land use in the Wynnton North neighborhood. 89% of the residential acreage is developed as single-family housing. Multi-family housing is found primarily along the southern and western boundaries of the area.

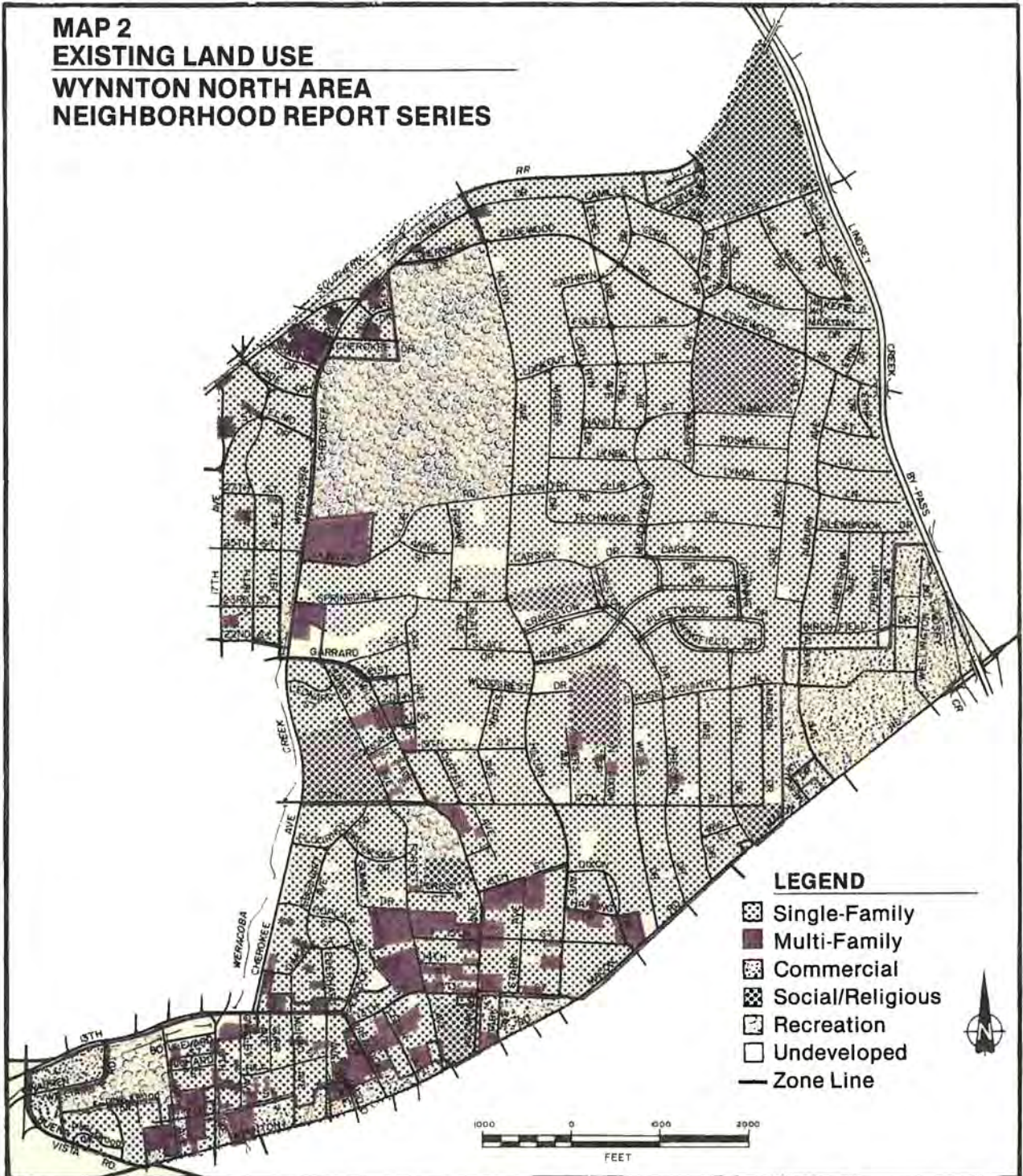
Zoning coincides fairly well with the residential land use pattern. The majority of the neighborhood is zoned R-1A, low-density single-family use. Along the western and southern boundaries there are large areas of R-3A and R-4 zoning as well as some small areas of A-O; all three classifications permit multi-family housing from medium to high density. The locations of multi-family zoning are generally appropriate, providing a buffer between low-density areas and more intensive uses and high traffic volumes.

The section of the neighborhood between Wynnton Road and 13th Street has become a mixed use area, with seven out of the ten rezonings over the past five years occurring here. Commercial and office uses along Wynnton Road have expanded into this area, and apartment development has included both new construction and conversion of single-family housing. Although single-family housing in the area remains stable, the gradual transition to multi-family and office use is expected to continue. The *Land Use Plan* recommendation that the area remain in low-density residential use is no longer appropriate.

The problem with higher-density residential zoning north of 13th Street is its lack of firm boundaries. As older homes on large lots - some of an acre or more - become available, there will be pressure to rezone these parcels for multi-family development. Recent requests for more intensive zoning have been vigorously opposed by residents who feel that the character of the neighborhood is threatened by the increasing density.

Much of the land currently zoned for multi-family use has remained single-family. This is particularly true for sections where the lots are small and require assemblage for redevelopment. New apartment construction is underway along the west side of Cherokee Avenue north of Garrard Street.

MAP 2
EXISTING LAND USE
WYNNTON NORTH AREA
NEIGHBORHOOD REPORT SERIES



Commercial. The majority of commercial land use and zoning occurs along Wynnton/Macon Road, the southern boundary of the neighborhood. Three small commercial areas exist at the intersections of 13th Street and Buena Vista Road, Cherokee Avenue and Garrard Street, and Edgewood Road and Camille Drive.

Wynnton Road between Buena Vista Road and Hilton Avenue has developed into a commercial strip, combining some offices with retail businesses. The strip extends into the neighborhood for about a half block along this stretch. It includes a section which was the shopping area for the Town of Wynnton. This part of the strip still has a neighborhood orientation although much of its small town atmosphere was lost when Wynnton Road was widened to four lanes.

From Hilton Avenue east to I-185, there is one small spot-zoned business and a large commercial development of about 60 acres which includes Cross Country Plaza and Office Park. Developed in 1956, Cross Country is a shopping center with 71 stores and no major department store anchor. Along with Columbus Square and Midtown Plaza on the south side of Macon Road, this was the major retail area in terms of sales volume for many years. Although 1982 retail sales figures are not yet available, it appears that newer shopping centers developed to the north have had a substantial impact

on the volume of business in this area. Cross Country has recently undergone a facelift to give it a more contemporary look.

The proximity of commercial activity to residential areas has not created frequent problems, in part because the predominant zoning (C-2) does not allow the more intensive, automobile-related activities permitted in highway commercial zoning. Conflicts which have arisen, however, have been hotly and publicly contested. An attempt by Cross Country Plaza to rezone an adjacent lot was denied by the City Council in the face of major resident protests, but the Georgia Supreme Court overturned Council's decision. A 1983 dispute between residents and Rumors, a restaurant/night club, caused headlines and lengthy public debate which led to revision of the restaurant portion of the alcoholic beverage ordinance.

Commercial development in the neighborhood provides approximately 2,500 jobs for Columbus residents. Businesses located in Cross Country Plaza and Office Park provide the largest portion of these jobs; the facilities of the Muscogee County School District are also major employers. With the exception of the neighborhood schools, places of employment are located along arterial streets. Dell Drive and 18th Avenue are the only local streets which appear to have a significant amount of traffic associated with businesses.

MAP 3
ZONING
WYNNTON NORTH AREA
NEIGHBORHOOD REPORT SERIES

LEGEND
ZONE DESIGNATIONS

[Symbol]	R-1A
[Symbol]	R-2
[Symbol]	R-3A
[Symbol]	R-4
[Symbol]	C-2
[Symbol]	C-3
[Symbol]	A-O

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 FEET

Rezoning. Over the past five years there have been ten rezonings in the Wynnton North neighborhood. Seven of these have been for more intensive use of land between Wynnton Road and 13th Street; two have been for an expansion of multi-family zoning north of 13th Street.

The established land use pattern and current zoning appear to be consistent and to allow for a gradual increase in residential density in census tract 12. In the majority of the neighborhood, the single-family development is stable and is not expected to experience any pressure for change.

Recommendations

1. Multi-family zoning in the neighborhood should not be expanded into current single-family areas.
2. Ensure that adequate off-street parking exists when new or conversion multi-family housing is developed.
3. Rezoning in the section of the neighborhood between Wynnton Road and 13th Street should be limited to A-O uses.
4. Commercial uses should not be allowed to expand into residential areas of the neighborhood.
5. *Land Use Plan* recommendations for low-density residential use in the area between Wynnton Road and the northern side of 13th Street should be changed to conform with development trends and existing zoning districts.

The street system in the Wynnton North neighborhood contains several major elements of the citywide highway network. The neighborhood is bounded on the east by the I-185, an expressway; on the south by an arterial street, Wynnton/Macon Road; and partially on the west by Buena Vista Road, another arterial. In addition, several arterials run through the neighborhood: 13th Street, 17th Street, Hilton Avenue, Cherokee Avenue, and Edgewood Road. The area is served by eleven collector streets: 17th Avenue, Forest Avenue, Wildwood Avenue, Carson/Preston Drive, Auburn Avenue, and Clubview Drive run north-south and Slade Drive, Country Club Road, Cross Country Hill, Lookout Drive, and Camille/College Drive run east-west.

Vehicular access to the neighborhood is limited from the north, east, and west. Southern Railway mainline tracks to Atlanta form the northern boundary and are crossed at four locations: Slade Drive, Spring Street, Woodruff/Hilton Road, and Armour Road. I-185 is the eastern boundary of the neighborhood and has three underpasses: Macon Road, Edgewood Road, and College Drive. Weracoba Park extends from Garrard Street to 13th Street along the western boundary; the only street which passes through the park is 17th Street. The pattern of limited access funnels traffic in the area along arterial and collector streets, leaving local streets relatively free of through traffic.

Although there have been no substantial changes to the street system within the neighborhood in the past ten years, intersection improvements on the major arterial roads have improved the way in which they function. Wynnton/Macon Road has received particular attention due to its congestion; the numerous curb cuts and traffic lights and the lack of a center turn lane make the passage of through traffic difficult and frustrating. Preliminary engineering work for the improvement of three more intersections along this road - at 18th Avenue, Boxwood Road/Auburn Avenue, and I-185 - is scheduled for this fiscal year.

The major project proposed for the neighborhood in the *Year 2000 Street and Highway Plan and Transportation Improvement Program* is the redevelopment of 13th Street into an east-west corridor from I-185 to the central business district and then to Phenix City. This project has been the subject of much controversy since 1977 when it was discussed as part of the adoption of the transportation plan. Traffic conditions along Wynnton Road attest to the need for an improved route for east-west traffic. On the other hand, improving 13th Street as a major arterial could have adverse impacts on the neighborhood.

The configuration originally proposed for the 13th Street corridor was a four-lane parkway with a median from 17th Avenue to Hilton

Avenue. The landscaped median was seen as a positive design element to minimize the visual impact of four lanes of traffic. All through traffic was to be diverted from Wynnton Road onto the parkway by an intersection realignment at Hilton Avenue. The impact of this proposal on the businesses along Wynnton Road, as well as the opposition of residents in the Wynnton North neighborhood, has led to the formulation of alternative configurations for the east-west corridor.

The alternative with the least negative impact on the immediate area is the Wynnton/13th Street Combination. This combination would require moderate improvements to both Wynnton Road and 13th Street, with Wynnton Road remaining the primary east-west route. The right-of-way required along 13th Street would be reduced from 120 feet to 85 feet under this option; however, right-of-way would then have to be acquired along Wynnton Road to allow for the construction of a center turn lane. The resulting three-lane facility for 13th Street would present a less formidable barrier between residents and traditional shopping, reduce the number of housing units and people displaced, and leave more of the natural environment undisturbed.

Any major street widening project through an established section of the city will have significant impacts upon the existing fabric, both natural

and manmade. If reassessment of the need for an east-west corridor indicates the necessity for improvements of 13th Street, there will be negative impacts on the adjacent land uses, particularly residential use, under any of the alternatives. Increased traffic would add noise and emissions while reducing privacy and the aesthetic quality of the environment. The Wynnton/13th Street Combination has the advantage of retaining access for the businesses along Wynnton Road as well as a lessening of the destruction of existing fabric along 13th Street. This alternative would also reinforce current travel patterns and reduce the pressure to create a commercial strip along 13th Street.

Traffic-related problems in the neighborhood include speeding and littering from automobiles, particularly associated with the two high schools. Because of the traffic volumes on arterial streets, drivers have difficulty with turn movements at unsignalized intersections. Residents whose homes are adjacent to I-185 complain about the noise level, which is slightly above acceptable levels established by the Georgia Department of Transportation; the feasibility of using free-standing barriers for abatement is being assessed as part of the project to widen I-185 to six lanes along this segment.

Railroad. Southern Railway mainline tracks to Atlanta form the northern boundary of the neighborhood. Traffic on this track averages one train per day, approximately 30 cars in length.

The track limits access to the neighborhood from the north. There are four crossings: Slade Drive and Spring Street, marked with crossing signs only; Woodruff/Hilton Road, controlled by a traffic light; and Clubview Drive, which has a stop sign. No problems with these crossings were identified in the *Railroad/Highway Intersection Conflict Study* except for overgrown trees obscuring the crossing sign at Spring Street.

For most of its distance in the neighborhood, the track passes behind single-family residences. Most property owners use planted buffers in their backyards as a visual and noise barrier. The houses do not appear to be adversely affected by the presence of the track, probably because of the very limited use.

Transit. The Wynnton North neighborhood is served by four bus routes. Three of the routes operate on peripheral arterial streets and connect the area with major activity centers throughout the city. The Cross Country Plaza route serves the eastern section via Edgewood Road and Auburn Avenue, with selected trips on Hilton Avenue. These routes provide access to community facilities within the neighborhood

with the exception of Wildwood Park.

Few people in the neighborhood are dependent upon METRA for transportation. Only 143 households are without a private vehicle. The number of elderly residents in the area indicates that there may be a population to be served by public transit.

The presence of shopping centers at the Macon Road/I-185 intersection as major destination points assures that bus service for neighborhood residents will continue to be available.

Pedestrian. Wynnton North has a substantial amount of pedestrian activity. Children walk to and from the five neighborhood schools; adults walk to shop, visit, and exercise. This is a good area for walking. The stately old trees give beauty and shade, and the houses and landscaping provide pleasing sights. Shopping and parks are convenient destinations.

The development of sidewalks in the neighborhood is spotty. They occur most frequently in the southwestern section, diminishing to the northeast. All the schools have partial sidewalks except Hardaway High School, which uses public right-of-way for angle parking. Both Dinglewood and Wildwood Parks have access from sidewalks.

The most critical need for sidewalks is along Cherokee Avenue,

which serves St. Elmo School, Columbus High School, Weracoba Park, neighborhood commercial development on Garrard Street, the Country Club, and a residential area of increasing density. Sidewalks would also be a desirable addition along Edgewood Road with its elementary and junior high schools.

Recommendations

1. The east-west corridor should utilize the Wynnton/13th Street Combination.

2. Reconstruction of 13th Street should include as protective measures:

a) roadway location which preserves the historic properties and large trees in the area;

b) extensive landscaping of public right-of-way;

c) pedestrian crosswalks at all intersections;

d) a policy of strict zoning enforcement to prevent commercial development along 13th Street and connecting local streets.

3. Police patrols should strictly enforce speed limits on arterial and collector streets within the neighborhood, particularly when high schools let out students.

4. Cherokee Avenue should have a continuous sidewalk along its eastern side from 13th Street to the Columbus Country Club. Edgewood Road should have a sidewalk along its southern side from Hilton Avenue to I-185.

Recreation and Open Space

Wynnton North has 20.2 acres of park land within its boundaries in addition to being adjacent to Lakebottom Park, which has a 25-acre district park and a 25-acre neighborhood park. The 20.2 acres within the neighborhood is in two parks, Dinglewood and Wildwood.

Dinglewood Park is located on Warren Williams Road south of 13th Street. Its 16 acres are natural woodland with some picnic facilities and a parking area provided. The *Fifteen Year Comprehensive Recreation Plan* proposes the addition of a playground, restrooms, and an amphitheater as well as the development of nature trails. Classified as a neighborhood park, Dinglewood is currently a passive recreation facility.

Wildwood Park is located between Forest and Wildwood Avenues south of 17th Street. This 4.2-acre facility is considered a neighborhood park, although by size and function it appears to serve the purposes of a mini-park. There is no vehicular access or parking provided. The developed area contains a playground and picnic facilities. As with Dinglewood Park, this park is composed mainly of woodland and serves passive recreational needs. The *Recreation Plan* proposes the addition of nature trails.

The neighborhood has four school sites within its boundaries. Of these, the 26-acre site shared by Clubview

Elementary and Richards Junior High on Edgewood Road is recommended for use as a neighborhood park. Improved facilities would include tennis courts and an amphitheater in addition to the existing baseball and football fields and track. The outdoor recreation areas are currently available to residents when not in use by the school.

Public recreation facilities are supplemented by the Columbus Country Club, which occupies 110 acres between Cherokee and Hilton Avenues. Although it is a private membership organization, the grounds provide a sense of open space for that part of the neighborhood. There are also numerous privately-owned pools and tennis courts in the area, indicating that many residents provide for their own recreational needs.

The developed public recreation area within Wynnton North totals 20 acres, or about 3 acres/1,000 population. This figure does not include the availability of facilities at Weracoba Park, which is adjacent to the neighborhood; inclusion of that acreage puts the amount of available open space above the national standard of 10 acres/1,000 residents. The problem with the parks in this area lies in their location on the periphery of the neighborhood. Residents east of Hilton Avenue are without a nearby park and have only limited use of school facilities.

The inadequacy of public recreation in the neighborhood is not as pressing as in other areas. Residents are generally more affluent and can afford to travel to more distant facilities and use private ones. It is unlikely that they would welcome the creation of a new public facility in their established residential area.

Recommendation

1. The nature trails and picnic areas at Dinglewood and Wildwood Parks should be developed further so they will attract more use by neighborhood residents.
2. The site of Clubview/Richards Schools should be developed in accordance with the *Recreation Plan*.
3. A senior citizen club should be established for residents of the neighborhood.

Community Facilities

Schools. The Wynnton North neighborhood has five schools, all of which are used for classroom instruction.

● **Wynnton Elementary:** This school is the oldest one in Columbus, operating at the same location since 1843, and is listed on the National Register of Historic Places. Located on a five-acre site on Wynnton Road at Forest Avenue, the school serves Kindergarten through Grade 6. The future use of the school building for classrooms is uncertain because of its sub-standard lot size and decreasing enrollment. Reconstruction of 13th Street would leave the facility isolated between two major arterial streets, making its location less desirable for elementary school children.

● **Clubview Elementary:** Built in 1953, this school shares a 26-acre site on Edgewood Road with Richards Junior High School. It is expected to continue serving grades K-6.

● **Richards Junior High:** Located on the same block as Clubview Elementary, Richards serves grades 7-8. The school was constructed in 1960 and has the highest enrollment of any junior high school in the School District.

● **Columbus High School:** Originally built in 1925, the school was rebuilt in 1983 after extensive fire damage. It is located on 16 acres at the intersection of Cherokee Avenue and 17th Street. The school serves grades 9-12.

● **Hardaway High School:** Occupying 29 acres on College Drive at Clubview Drive, the school serves grades 9-12. It was constructed in 1965 and is expected to continue in service.

Utilities. The Wynnton North neighborhood is completely served by public water and sewer. The Water Works identified no problems in the part of the city. The area receives utility services from Georgia Power, Southern Bell, and United Cities Gas Company.

Fire Protection. Fire protection for the neighborhood is provided from Fire Station No. 6 on Britt Avenue south of Wynnton Road. The entire neighborhood is within two miles of a fire station, the standard distance for medium-density residential use.

Police Protection. Police protection is provided from Police Headquarters located in the central business district. With less than 2% of the population of Columbus, this neighborhood has about 8% of the crime. The Police Department indicates that this is due to the relative

isolation of the homes, the affluence of the residents, and the presence of Cross Country Plaza.

Violent crime in the neighborhood is not common. However, the "Wynnton Strangler" who murdered seven persons in 1978 operated in this area. In 1984 a series of rapes led to renewed fears. 1983 statistics indicate that 45% of police responses in the area were related to traffic and alarms while only 1% were related to crimes against people. There are also a large number of complaints related to animal control problems.

Recommendations

1. Police Department should work with residents on home security and help organize a Neighborhood Watch Program for those areas where there is sufficient interest.
2. The Animal Control Ordinance should be strictly enforced.
3. The City and utility suppliers should maintain services and infrastructure to ensure continued neighborhood stability.

Natural Environment

The Wynnton North neighborhood is situated on gently rolling and hilly land between Weracoba Creek and Lindsay Creek. Slopes are generally less than 3% except in the north-eastern section. The area is drained by both creeks.

The southeastern corner of the neighborhood is within the flood plain of Lindsay Creek: this area is part of Cross Country Plaza and Office Park. To the west, Weracoba Creek flows through an open channel north of Garrard Street. Houses which front on Cherokee Avenue have access across individual bridges. The flood plain extends to residences on both sides of Cherokee Avenue. South of Garrard, the creek passes through Weracoba Park, under 13th Street, and through Dinglewood Park. Along this southern stretch, the flood plain includes park land for the most part.

Three areas with drainage problems have been identified in the *Drainage Problem Categorization Study*: Cherokee Avenue at Garrard Street, Wynnton Road at Buena Vista Road, and Sue Mack Drive at Edgewood Road. At the latter two locations, improvements in the storm water drainage system should resolve the problems. All three areas are classified as minor problems and low-priority areas for treatment.

Stately trees and mature vegetation give the Wynnton North neighborhood much of its character

and contribute to its desirability as a place to live. Owners have planted and landscaped their property and provide care for medians and triangles which are part of public right of way. Because residents take pride in their neighborhood, there are few problems associated with the maintenance of the area.

Recommendations

1. A tree planting plan and program should be developed for a comprehensive approach to maintaining and replacing trees on public right-of-way.
2. Correction of conditions identified by the *Drainage Problem Categorization Study* should be scheduled and implemented in a systematic way.

Previous Plans. The Wynnton North neighborhood is within the Central Columbus planning sector, as designated in the *Land Use Plan for Columbus, Georgia*, published in 1977. Recommendations for this neighborhood in the *Plan* stress the preservation and improvement of the existing residential environment. It recommends the strengthening of land use controls to prevent the intrusion of incompatible uses, especially along 13th and 17th Streets; the protection of environmental resources; and the maintenance of community facilities to neighborhood standards. It also stresses the need to coordinate the development of commercial uses to ensure that they do not impede the flow of traffic along major arterials. In terms of general policy statements, this report does not conflict with the broad recommendations of the *Land Use Plan*. However, the recommendation for low-density residential use in the area from Wynnton Road to the northern side of 13th Street are not consistent with development trends or the recommendations of this report.

Neighborhood analyses were done for the area in 1968 and 1979. *Neighborhood Analyses*, the 1968 report prepared by Barbour-Cooper and Associates, Inc., divided the neighborhood so that it forms all or part of two study areas. The findings for both areas include the presence of no serious blighting factors, transitional land use north of Wynnton Road, and

high-quality residential environment. The only recommendation was to protect the residential areas from the intrusion of incompatible land uses. No organized public or private actions were deemed necessary for the conservation of this area.

The *Wynnton/Macon Road Area Neighborhood Analysis* prepared by Candeub, Flessig and Associates in 1979 covers parts of seven census tracts, and includes the southern portion of Wynnton North. Conditions in the neighborhood had not changed substantially in the eleven years since the previous analysis. Development trends of more intensive commercial use and increased density along Wynnton/Macon Road had continued as expected. Recommended treatment of the issues identified in the 1979 analysis included strict enforcement of the zoning ordinance, establishment of firm zoning boundaries between residential and commercial uses, improvement of traffic flow along Wynnton/Macon Road, and preservation of existing stable residential areas.

Changes in Neighborhood Conditions, 1979-1984. There have been no major changes in Wynnton North over the past five years. The trend toward more intensive land uses in the southern portion of the neighborhood west of Hilton Avenue has continued. Wynnton Road has more fast food outlets, its first billboard was erected in 1984, and few residential units remain. Between Wynnton

Road and 13th Street, there have been several rezonings from residential to commercial use.

Residential density has continued to increase as well, with new condominium and apartment construction north of 13th Street. Conversion of single-family houses to multi-family units has occurred in the western half of the neighborhood. East of Hilton Avenue, there has been no increase in apartments or condominiums.

Traffic volumes through the neighborhood have continued to increase. In spite of numerous intersection improvements along Wynnton/Macon Road, there is traffic congestion at I-185 and between Buena Vista Road and Hilton Avenue. No decision has yet been reached on an alternative east-west corridor to reduce volume on this street.

Those areas of the neighborhood zoned for single-family residential use have had a few new houses added due to the creation of new lots by subdivision of existing parcels. For the most part, however, there has been little change in these areas. The value of single family housing remains high, and the neighborhood continues to have an excellent residential environment.

Treatment. The Wynnton North neighborhood is one of Columbus's greatest assets: a centrally-located residential area which is stable and

beautifully maintained. Residents appreciate its quiet streets; its convenience to shopping, schools, churches, and transportation; and its stately trees. Such a neighborhood enhances the quality of life in Columbus and makes the city attractive to potential new residents.

Wynnton North requires public policy and programs which support the efforts of private property owners to maintain the quality of the environment. Major expenditure of public funds in the neighborhood will be directed toward the East-West Corridor project. This must be accompanied by clear policies relating to adjacent land use, including efforts to minimize the immediate impacts through design alternatives and long-range effects through zoning enforcement.

The recommendations in this report are aimed at conserving and protecting existing development. Sections of the neighborhood which are in transition need the direction of public policy to encourage redevelopment which will be compatible with both adjacent land use and citywide plans. The rest of the area requires maintenance of public services and facilities to the high standards set by the private sector.

While public activity in this part of the city need not be on a large scale, its role will be important in preserving the stability of the neighborhood.

